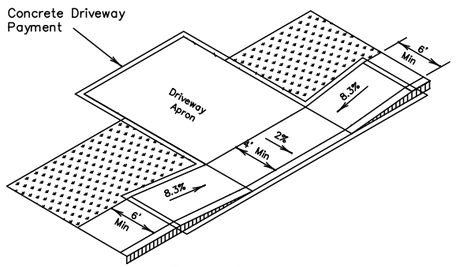
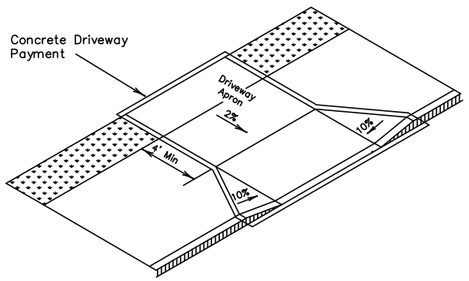
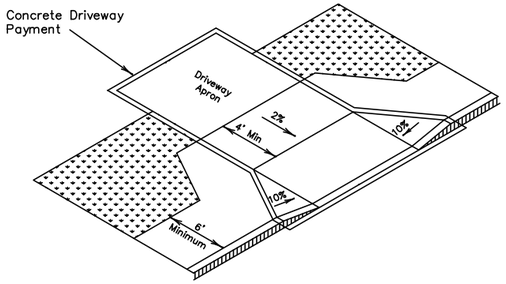


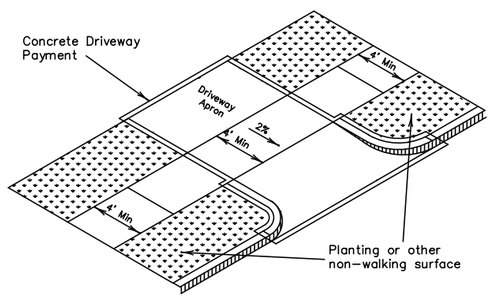
Ramp sidewalk



Wide sidewalk

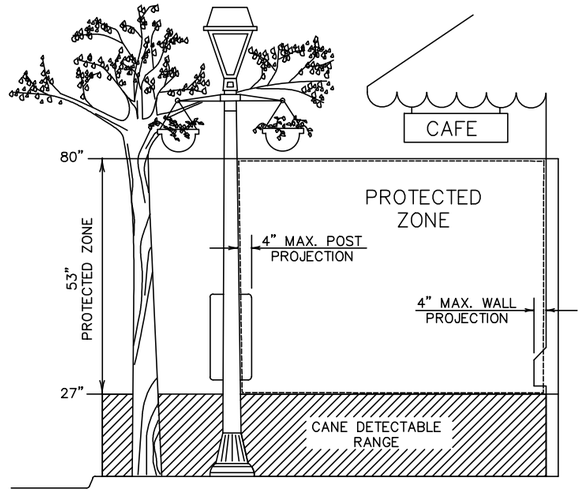


Apron offset sidewalk



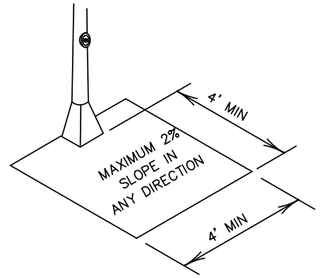
Setback sidewalk

SIDEWALK TREATMENT AT DRIVEWAYS

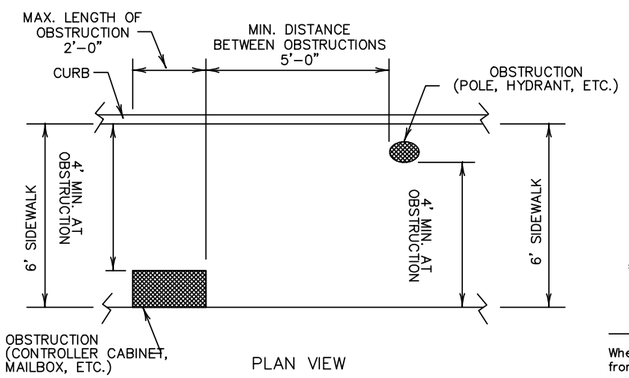


PROTECTED ZONE

In pedestrian circulation area, maximum 4" projection for post or wall mounted objects between 27"and 80" above the surface.



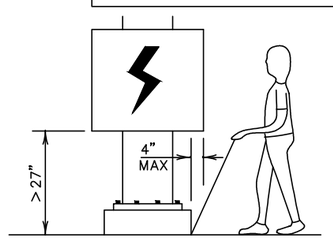
CLEAR GROUND SPACE AT PEDESTRIAN PUSH BUTTON



PLAN VIEW

PLACEMENT OF STREET FIXTURES

(ITEMS NOT INTENDED FOR PUBLIC USE. MINIMUM 4' x 4' CLEAR GROUND SPACE REQUIRED AT PUBLIC USE FIXTURES.)



When an obstruction of a height greater than 27" from the surface would create a protrusion of more than 4" into the pedestrian circulation area, construct additional curb or foundation at the bottom to provide a maximum 4" overhang.

DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

Pedestrian Facilities General Notes

1. All slopes shown are maximum allowable. The least possible slope that will still drain properly should be used.
2. The minimum sidewalk width is 4', unless otherwise regulated. Where the sidewalk is adjacent to back of a barrier curb, the sidewalk width shall be 6'. Where a 4' sidewalk cannot be provided due to site constraints, a minimum 3' sidewalk with 5' x 5' passing areas at intervals not to exceed 200 ft is required.
3. Changes in the level of sidewalk should be no more than 1/4". Changes in level greater than 1/4" but equal to or less than 1/2" may be beveled at a 1:2 maximum slope. Any change of level greater than 1/2" requires a ramp.
4. The maximum desirable slope of a curb ramp shall be 7.1% (1:14). Ramp length or grade of approach sidewalks may be adjusted as directed by the Project Engineer. In alterations, curb ramp slope(s) may be 10% for a maximum rise of 6" or 12.5% for a maximum rise of 3". Curb ramps in alterations need not exceed 6' in length.
5. Maneuvering space at the bottom of curb ramps shall be a minimum of 4' x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
6. Maximum allowable cross slope on sidewalk and ramp surfaces is 2%; desired cross slope is 1.5%.
7. The desirable landing dimensions are 5' x 5' with a maximum 2% slope in any direction. If a level landing of at least 3' width cannot be provided, perpendicular curb ramps should not be used.
8. Curb ramps with returned curbs may only be used where pedestrians would not normally walk across the ramp. Otherwise, flared sides shall be provided.
9. All concrete surfaces shall receive a light broom finish unless noted otherwise in the plans.
10. Separate curb ramps and landings from adjacent sidewalk and any other elements with premold or board joint of 3/4" unless otherwise directed by the Project Engineer.
11. Tooled joints are required at all sidewalk ramp or driveway slope break lines.
12. Provide a smooth transition where the curb ramps connect to the street.
13. Ramp textures must include truncated domed surfaces. Textures are required to be detectable underfoot. Surfaces that would allow water to accumulate are prohibited. Shaded areas indicate locations of detectable warnings. (Color: light reflective value and texture contrast)
14. Note that where sidewalks intersect with streets, detectable warning systems are required at all street crossings.
15. Ramps providing access to buildings shall follow the applicable requirements of the ADA Accessibility Guidelines for Buildings and Facilities (ADAAG).
16. To serve as a pedestrian refuge area, raised medians should be a minimum of 6' wide, 10' desirable. Medians should be designed to provide accessible passage over or through them.
17. Small channelization islands, which cannot provide a minimum 5' x 5' landing at the top of ramps, shall be cut through level with the surface of the street.
18. On street parking will not be allowed within 20' of any crosswalks.
19. Drainage structures in close proximity to curb ramps should be located on the upstream side of the ramp.
20. Traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items shall be placed so as not to obstruct the accessible route.
21. Street grades and cross-slopes shall be as shown elsewhere in the plans; however, parabolic crowns may require adjustment in crosswalk areas to limit crosswalk grade to 5%.
22. Where existing driveway is in good condition and meets slope requirements, construct only as much as required for satisfactory connection with new work.
23. Where gravel driveways occur, at least 10' of the driveway behind the sidewalk should be surfaced to prevent tracking of gravel onto the sidewalk.
24. Cross walk dimensions and crosswalk markings shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, ramps shall be aligned with theoretical crosswalks or as directed by the Project Engineer.
25. Where crosswalks occur, a 24" solid white line shall be placed across all approach lanes to indicate the point behind which vehicles are to stop. Stop bars shall be placed at a minimum 4' in advance of a crosswalk.
26. Driveways, sidewalks, and ramps shall be constructed and paid for in accordance with the applicable sections of the Standard Specifications. The limits of payment for handicap ramps shall include but not be limited to curb transition, detectable warning system, gutter, landing and base.
27. Though the least possible grade should be used to maximize accessibility, where it is structurally impractical to achieve ADA compliance, the running slope of sidewalks and crosswalks within the public right-of-way, may follow the grade of the parallel roadway without invoking variances or landings or handrails. Where a continuous grade greater than 5% must be provided, handrails may be desirable on one or both sides of the sidewalk to improve accessibility.

THE SELECTION AND USE OF THESE DETAILS, WHILE DESIGNED IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRINCIPLES AND PRACTICES, IS THE SOLE RESPONSIBILITY OF THE USER AND SHOULD NOT BE USED WITHOUT CONSULTING A LOUISIANA REGISTERED PROFESSIONAL ENGINEER.

CITY OF NEW ORLEANS
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

CURB RAMPS FOR STREET CONSTRUCTION

DRAWN BY:	REVIEWED BY:	RECOMMENDED BY:
N. SCHNEIDER	A.Y. L.H.	NGUYEN D. PHAN, CHIEF ENGINEER
DATE: 8-22-2014	SCALE: AS NOTED	APPROVED: MARK D. JERNIGAN, DIRECTOR

DRAWING No.

ADA2